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TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XVII • NUMBER 4 • MARCH/APRIL 1999



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

CONGRATULATIONS!

Our membership has now reached 593 members. We should break 600 members before our September renewal. This is the highest membership in the Club's 19 year history!

It looks as if our Club has brought together a membership of '37 & '38 Buick lovers who appreciate a well rounded publication for vehicles that have earned their rightful place in history. Not only is it a credit to these vehicles but a credit to a group of world wide friends who find the camaraderie of this Club a refuge in the world of mass communication. Thanks to all for your continued support.

Ed Doucette (#220) in Alabama writes: "I have an export model 1938 Special with right hand drive. The firewall data plate reads Model 41X. The frame has the word "export" stamped on it. The frame data plate begins with a '1', indicating Flint as the assembly plant. It is a Fisher bodied sedan. According to production figures there were 2,681 Model 41X's exported."

"I would like to find out how many of the export models with Fisher bodies still exist. If you have one, please let the Editor know so he can tabulate the num-

bers and let the members know the results. Thank you."

This 1937 Century Sedan Model 61 belongs to **Anthony Wright** (#1192) in New York City.

The bottom photo shows Mike Esposito of Glusco, NY, located right on the Hudson River. Mike rebuilt the engine and rebuilt and detailed everything under the hood. Mike is a perfec-



tionist, he does not cut corners! In the background is a 1939 Buick Special Sport Coupe. Mike just finished. Unfortunately, it was rear ended and is now a total loss! What a shame!

The next photograph, on page 2,

is from **Sam Mahle** (#1187) in Clarion, PA. He recently finished restoring the 1937 Century Coupe he drove while in college nearly 40 years ago. It's painted Sudan Blue and Sam says he gets a lot of compliments on the car. Sam tested his speedometer by having a friend in a modern car flash her headlights when she hit 60 mph.

Sam says his '37 speedometer indicated 62 mph which he feels is accurate enough.

This next photo on page 2 shows a 1938 Special that has a unique Sedan Delivery body by Norwegian coachbuilder Jacobsen in Oslo. The car is now



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS





in Sweden. Jacobsen also made funeral cars, ambulances and police cars on a Buick chassis in the 1930's. Thanks to Norway member **Lars Guiliksrud** (#1013) for sharing this interesting vehicle photo.

This ad, at the top of page 3, showing a 1938 Special sedan was

used to advertise the 1969 Buick Electra. It reads: "A lot has happened since you were a kid. A lot

has changed. But not Buick. Sure it's bigger and smoother and faster and quieter and richer and more luxurious. But it's still a Buick. And there's still no confusing Buick with any



≡TORQUE TUBE≡

You can now find your '37-'38 Buick Club on the World Wide Web:

<http://www.classicar.com/clubs/buick/buick.htm>

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Please send all articles, ads subscriptions and inquires, etc. to:

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other car." Thanks to **Walt Morrison** (#833) in Canada for sharing this ad.

New member **Brian Jensen** (#1372) in Baltimore, MD recently purchased a 1938 Special 2-Door Sedan Model 48. He writes: "After trying to re-adjust the front seat which barely moved, I took off the trim pieces to see what the problem was underneath.

A huge accumulation of dust and dirt appeared to be the culprit, so I got out the vacuum and attacked it with a crevice tool. Other than a scrap of paper towel or candy wrapper, the vacuum lodged on three items it couldn't suck up. The three items obviously had not moved since they were tossed under the seat when the car was new!

The first being the little folder of instructions for the accessory clock with its string for hanging on the setting knob. Then came a horse racing stub from July, 1938 (did they drive first thing to the races to show off their new car?). The last item appears to be the first oil change reminder....'Change motor

When you were
a kid
you dreamed
of the day
you could
own a Buick



What have you done about it?

oil.....2,531 miles.' There must have been already 31 miles on the odometer when purchased.

I thought it was rather amazing these things sat there, undisturbed, for 60 years! I carefully probed further to find something else; jewelry, money, etc., but nothing turned up....drat!"

This black 1938 Century Phaeton Model 60C is a very rare car. (middle photo) Buick only produced 208 plus another 11 for export. This car belongs to new member **David Schofield** (#1397) of Pales Verdes, CA.

It is in average condition.

It looks good. The seats are vinyl, not leather. The engine is original, but has had the head replaced and new rings and bearings installed several

times during its life. The car has been driven 285,000 miles over the past 60 plus years. It has never been restored!

The bottom two photos show another 38-60C. It's Raphael (light) green and lives in Or-



egon. It's in nice condition with green leather upholstery.

This photo of a '38 Buick Special sedan, at the top of the page, was e-mailed to me by new member

Mark Garcia (#1390) in Fremont, California.

The next photo that was sent by Mark is this 1941 photo by famous photographer Andreas Feininger entitled "CARS." How many cars can you identify?

This cartoon, at the top of page 5, appeared in the March, 1942 issue of Motor Age magazine.

The first photograph at the top of page 5 shows a '38 Special Business Coupe Model 46 with a semi-automatic transmission. It belongs to **Fred Graybeal** (#1124) in Ft. Worth, TX. The car was formerly part of the Harrah's Car Collection in Reno, NV. Fred also has a 1938 Special Phaeton Model 40C with a semi-automatic transmission.

Club member **Peter Breitenstein** (#989) in Namibia, Africa writes: "Regarding the excellent article on overheating (Cavitation Cure) in the Nov/Dec issue. Some interesting ideas have come to light through the Ford Sidevalve people, (my Brother-in-Law has a '46 which he loves and cherishes). They have found out that the water flow through the radiator is too fast at high speeds, it therefore does not have enough time to cool down on its way through the radiator. First they tried to solve the problem by fitting a restriction into the upper radiator hoses, which seemed worked to some extent. Now someone has come along and modified the water pumps by removing ev-



ery second fin, or vane, from the impeller, thereby ending up with three fins instead of six fins. This they say solves all high-speed overheating problems on the

Fords. Whether the fix can be used on our Buicks, as they only have one pump as opposed to the two on the Fords, would be interesting to find out. Perhaps someone is willing to give it a try? I would, but have no spare pump to experiment on."

New member **E. H. Trezevant, Jr.** (#1404) sent this next photo of his 1937 sidemounted Buick hearse. He operates Trezevant Funeral Home in Columbia, South Carolina and reports the hearse is in use and is the favorite choice of his clients.

The last photo, on page 5, shows a 1938 Roadmaster 4-door Touring Sedan, Model 81. It was the most popular car in the Roadmaster series. Buick built 4,505 for



domestic sales and 199 for export. It cost \$1,645 and weighed 4,245 pounds (1,930 kg). This fine restoration, wearing dual sidemounts and dual fog lights is owned by John Roche of Baltimore, MD. Thanks to **Joe Giordano** (#333) for sharing this.

In our last **Torque Tube** (Jan/Feb) we featured an article on **Bill Whyte's** (#968) 1938 Century Convertible Coupe in Scotland. To keep the record straight, Bill has pointed out a couple of errors in the article.

The article states that 14 38-66Cx's went to the UK. It should have read 14 RHD 38-66Cx's were produced for export. Some went to the UK

and other possible destinations (RHD countries) were Australia, New Zealand, South Africa and Sweden. Sweden has since switched to LHD.

Bill goes on to point out that the British Buick agent, Lendrum & Hartmann, chrome plated the valve and sparkplug covers, not the valve and pushrod covers. Thanks for the corrections Bill.

'37-'38 Buick Club member **Cecil Don** (#637) in California is running for the Buick Club of America (BCA) National Board of Directors. This issue features his '38 Century Sedan on our front and back covers. BCA members will receive a ballot with the next issue of **The Bugle** (April, 1999 issue). I know Cecil to be a congenial and dedicated Buick booster. He helped produce the 1991 Sacramento National Meet and has served as Director of the *Capitol Chapter* of the BCA in Sacramento, CA.

Non-member Scott Gillis in California sent me an e-mail requesting a ride in a '38 Buick for his parents. In late May, he and his wife and four children will be flying back to Baltimore, MD to help celebrate his parent's 50th anniversary. His father bought a '38



"I'm afraid I got disgusted with your car, Mr. Snord."



Buick sedan in the early '60's. **It was** his pride and joy. He owned and loved driving it until around 1985. (Maybe one of our members now owns it). Would anyone in the Baltimore/Washington area be willing to give his parents a ride to a reception in their honor on Sunday May 23, 1999? If so, contact Scott on the Internet at <gillis@metro.net>

Received a letter from Ira Malek, 105-30 Flatlands 2nd Street in Brooklyn, NY 11236. Phone (212) 444-6628. He owed a '38 Century Convertible Coupe while in college in 1948. He writes: "Please put me in touch

with owners of 1937-1938 Buick Century automobiles, who might be interested in doing some quarter mile runs someplace in the northeast or at the National Meet in Columbus this July.

Truth is...even the guys in the GS clubs don't know what these cars are capable of. To describe the reality of a '38 Century going through a third of a mile at 65 mph and lifting on it's coils and pulling sounds like a fantasy. 320 cubes with 6.3 compression and a 3.9 rear end has some sparkle."

Harry

Cover Cars

Two 1938 Centurys, Harry Logan's Sport Coupe Model 66S and Cecil Don's Slant Back Sedan Model 67. The photo was taken on the way to the Western '37/'38 Meet in 1997. The covered bridge over Grave Creek is the last one in Josephine County, Oregon. In 1846, the first emigrant wagon train from Fort Hall, Idaho to travel the southern route to the Willamette Valley camped here. Martha Crowley, age 16, died of Typhoid fever during this encampment and was buried near the creek. This is how Grave Creek got its name.

My Daughter's Wedding

By Sam Mahle (#1187)-Clarion, PA

The March/April 1998 *Torque Tube* had an article on the restoration of the 1937 Century Sport Coupe Model 66S that I drove while in college almost 40 years ago.

My brother **Lawrence (Gib) Mahle (#1196)**

owns a body shop in Clarion, PA. He gets a lot of the credit as he did the leading and repairs to the fenders and doors. We were surprised to find that someone had done a botched repair around the deck lid that had to be cut out and fixed correctly. Gib says he has about 90 pounds (41 kg) of lead in the repairs.

The last paragraph in the *Torque Tube* article about my car went like this: "I can't wait until this car is drivable again so I can take it for a cruise just like I did when I was in college. I hope to have this car finished by mid-July, 1998 because my daughter is getting married. What a



thrill it would be to drive her in a '37 Century."

Guess what? That's exactly what I did! I drove the newly married couple, Mr and Mrs. Douglas Reott, from the church, at the head of the wedding parade. We



drove through the city of Butler, PA. blowing our horns and waving to the many bystanders and they in turn waving back to us. And did that Buick get a lot of admiring looks both there and at the reception hall.

Several people came up to me at the hall and went on and on about that car. My daughter and her husband were very understanding about this and the history of it. This is the same car that I took her great-grandfather to Washington D.C. in. This was in 1960 when he was 77 years old. I am sure glad that more family history can now be associated with this car.

1937-1938 BUICK EASTERN CLUB MEET AND TOUR

SOUTHERN INDIANA MAY19-20-21-22, 1999

By Steve King (#776)

Set in the rolling Cumberland foothills of Southern Indiana, French Lick Springs Resort is more than a resort- it's a tradition built on a colorful past. From explorers to the nation's rich, famous, and politically influential (presidents and gangsters) who came to renew themselves at the bubbling mineral springs. Today the "resort" offers 485 spacious rooms, incomparable recreation activities, 5 restaurants, and 3 lounges. We plan to tour the hills and hollers 3 days with possible stops in Jeffersonville, a local winery, Lincoln's boyhood home, Louisville, and the West Baden Hotel under restoration. Steve and Pat King plan to arrive Wednesday afternoon. Make your reservations by April 15 so maps and information can be sent to you.



1999 EASTERN MEET REGISTRATION

NAME _____ SPOUSE _____

ADDRESS _____

PHONE _____ TOUR CAR-YEAR & MODEL _____

Meet registration fee—\$10.00/car (hospitality room, etc.)

- | | | | |
|-----------------------------------|------|--|------------|
| <input type="checkbox"/> Thursday | 5/20 | Tour: | #Attending |
| <input type="checkbox"/> Friday | 5/21 | Tour & Picnic: (\$5.00/person added to meet fee) | #Attending |
| <input type="checkbox"/> Saturday | 5/22 | Tour: | #Attending |
| <input type="checkbox"/> Saturday | 5/22 | Dinner: FrenchLickSprngs Resort | #Attending |

Cost of Dinner will depend on your choice from the Menu

Make checks payable to:

Steve King (#776)

629 W. Main St., Greenwood, IN 46142—Phone (317) 881-8303

HOST HOTEL

French Lick Springs Resort, 8670 W. S.R. 56, French Lick, IN 47432

Phone 800-457-4042

Make reservations direct with hotel and

MENTION '37-'38 Buick Club

to get special rate: \$79.00+tax. — 20 rooms are being held until April 15.



PUMPED UP OVER CALIFORNIA GAS COLLECTION

Harry Logan (#651) - Los Altos, California

While on a Northern California car tour, we visited Atland Erickson in Auburn, CA. He built an replica of an old gas station behind his house to hold his gas pump and sign collection. That's my '38 Century Coupe in the garage. The next photo shows another view of the old gas station. The photos on the next page show some of his large gas pump and sign collection.





Atland (Al) Erickson in Auburn, CA has collected many antiques in his life but his collection of automobilia is larger than these photos show. Just to the right of the top photo, on page 8, is another building filled with antique and collectible vehicles and more automobile paraphernalia that would make most museums jealous from the sheer vastness as well as quality of his collection.

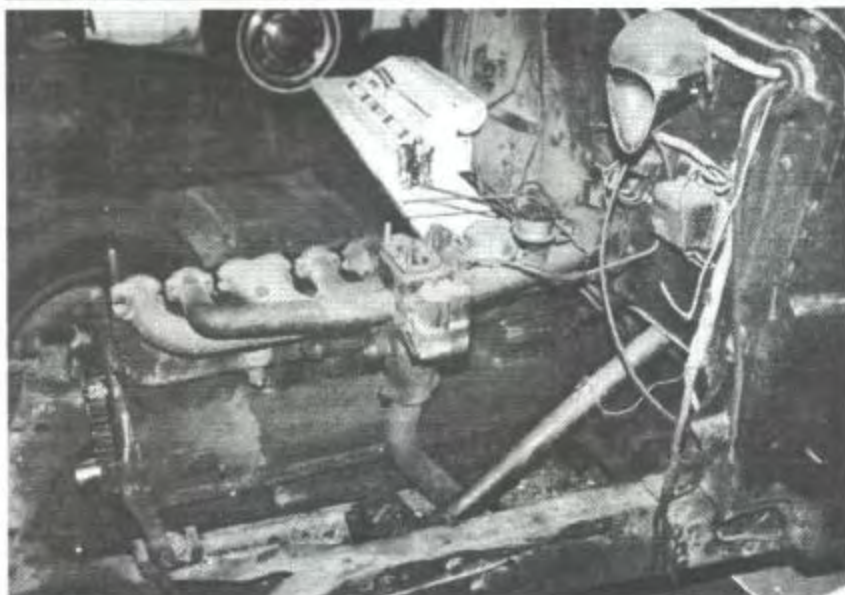
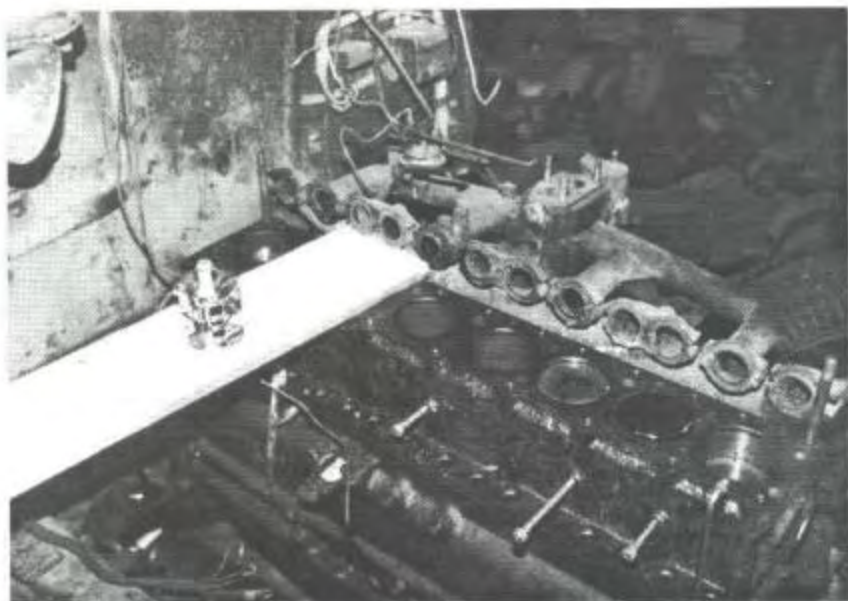


SO YOU WANT A PROJECT?

By Harry Logan(#651) - Los Altos, CA

Dick Oellers (#1075) in Maine is restoring both a '37 2-door trunk back sedan Model 48 and a '38 4-door trunk back sedan Model 41. Not everyone has the heart to tackle a project involving one car but to take on two cars has to bring forth a standing ovation from the membership. Three cheers.





A Maltby Bodied Buick

By Victor Lane (#1014)-Wales, U.K.

This photo shows my 1937 McLaughlin-Buick Model 40X. It wears a saloon-tourer (convertible sedan) body by Maltby's of Folkestone, England. The chassis is a very early 1937 model, received by the British representatives,

Lendrum & Hartmann of London in September of 1936. They dispatched it by road, with a soap box to sit on and a makeshift windshield) to Maltby's for bodying. The car was first registered by its original owner in London near the end of January, 1937.

One of the most interesting features of the car is its fully powered hydraulic top mechanism. Some of our readers may know better, but as far as I've been able to ascertain, the Maltby arrangement was the earliest fully powered convertible top device on the market. That it was available on a 4-door convertible is particularly noteworthy. It is driven by hydraulic rams, one on each side, that both raise and lower the top at the touch of a button. The button powers the hydraulic pump. What's more, the top is so cleverly



designed that it's only necessary to release the over-center clips at the top of the windshield to start lowering it. There are no snaps or zippers to undo first, and the top is commendably draft (draught) free when raised. An interesting feature is that it's possible

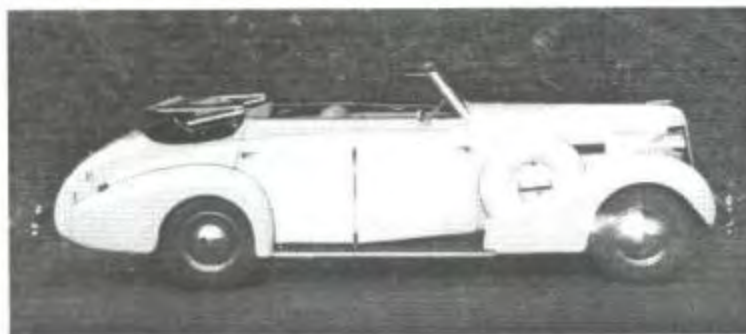
to lay back only the rear quarter of the top, for a landaulet effect. Maltby's specialized in this "saloon-tourer" body, and fitted it in the mid to late 1930's to all sorts of chassis, from Ford to Rolls Royce, but particularly favored Buicks. Most of the chassis were from the McLaughlin plant in Oshawa, Canada. Buicks were very popular in Britain in the 1930's, both because they offered terrific value for the money and because they were greatly favored by the Royal Family. Nine Buicks were sold to Royal Family members between 1928 and 1939.



My car, which I've had for 5, years is entirely Buick from the center of the cowl forward, except for the big Marchal headlamps, which were an optional extra offered by Lendrum & Hartmann. Some cars, including mine, came with

both the Marchals and the standard Buick bullet head lamps. So you could change around as the mood struck, or even presumably mix & match! Also included with the chassis were all four fenders with both parking and tail lights and sidemount hardware as well as both bumpers. Because Maltby wanted to use a flat windshield, the cowl was sliced vertically just behind the cowl vent. And a new back half suitable for the flat windshield was welded on. In the right light you can just see the joint.

My car was in derelict condition when I bought it, although the former owner had had a number of restoration jobs done, such as chroming, re-glazing and the collection of a great many useful mechanical parts. Curiously, he had also gotten together the necessary parts to convert the car to left-hand drive! Not **back** to left-hand drive. The car was originally built with the steering wheel on the right side, for export to the U.K. When I asked him why he would have wanted to do that here, where right-hand drive is the norm, he said it just seemed to him that Buicks **ought** to be left-hookers! So I have a complete steering column with various linkages, a complete pedal set and numerous odds and



ends for a LHD '37-40 series, and anyone who needs the bits is welcome to them gratis....but you'll have to pick them up here in Wales!

It took my restorer and me about a year to restore the car. It had obviously been well and hard used in its life, and total rebuilds of the engine, transmission, back axle (which we gave a 3.9 ratio for easy cruising) and suspension were unavoidable. I often had reason to be grateful to the **TORQUE TUBE** for the names and addresses of parts

suppliers! There is still a little more noise in the power train somewhere than I'd like, but apart from that the car now runs and goes like new (or better). Being a Buick it is utterly reliable and so ideal for use in weddings, for which it is in regular demand.

People in this country often remark on the flamboyance of the Maltby body and its yellow color, assuming it is *so American!* But of course the body (which was *originally yellow*) is the wholly British part of the car! Really, no one who has seen some of the outrageously in-your-face bodies fitted to some Jaguars, Bentley, and many other British makes, should ever assume that all British coachwork is formal and stodgy. It never has been!

The Duchess

By Paul Cook-Wakefield, MA.

The first time I can remember seeing my father's 1937 Buick 2 Door Century Opera coupe was in my grandmother's garage in Lynn, Mass. It was 1958 and I was 6 years old. I proceeded to jump into the front seat, try to steer the big wheel and shift through the gears. I was amazed at the type of car it was, the size; and what were those things that you could stand on while hanging onto the door, (*running boards??*). I had never seen those before!

Before I left the front seat of my first encounter with the Buick, I proceeded to put my finger through the headliner right above the mirror. I didn't realize how fragile the fabric was and thought my father was going to kill me. Well, I don't think he saw it and that hole is still there today.

I never saw my father drive the Buick. I do not know exactly what year he took it off the road and stored it in his parents garage. When he and my mother bought a new house with a 2 car garage, my father had the Buick towed to the new location. I can remember that when the car arrived at the new house my father started it up. It was running but the master cylinder had leaked and we had no brakes, so we had the car pushed into place and there she remained for the next 33 years.

As I grew up I had a love of cars and mechanics in general. I was always taking apart and putting together something. I was still too young to really start working on the Buick and my father was too busy with work and other things to really start the Buick back on the road to recovery. So between 1960 and 1969 we just heard

stories about the Buick. Here are just a few:

My father called the Buick **The Duchess**. No one knows where the name came from or why, it was just The Duchess, the honeymoon car. My father and his two sisters used the car to go on their respective honeymoons during the 1940's. The first wedding trip the car took was to Philadelphia. My Uncle Larry was telling me the story of how he and my aunt were going over a bridge and one of the wheel bearings froze up. The car went in and out of the shop and they were back to enjoying their honeymoon in Philadelphia, one month before Pearl Harbor.

The Buick proceeded to take the other members of my father's family on their honeymoons without incident. Many years later in 1992, the year after my father died, the Buick took my sister to her wedding. It was one of the best days of my life.

The Buick also made numerous trips to New York City because my father was very much into opera and attended many performances at the Metropolitan Opera House. He was a lover of music; any and all kinds of music, but opera was his favorite. My brother Jim, who had a big part in restoring the Buick, took great pride and joy in restoring and having rebuilt the radio. Dad always had the radio on when he was cruising. It seemed the Buick was the only car in my father's family at the time and it was used by everyone.

As I got older I took a greater interest in auto mechanics and started to work on the Buick. I rebuilt or had rebuilt just about everything needing rebuilding, the master cylinder, the carbure-



tor, the radiator, the fuel pump, the generator, the gas tank, and the wheel cylinders. Not to forget the wiring harness and new steering wheel. Though I spent a lot of time tinkering and getting a lot of things accomplished, my interest would fade and the Buick still did not move, but we moved. My family moved overseas for three years, we came back and I went to college. After college I got my first real job and got married and the Buick sat idle for a good 18 years.

Then I decided to start tinkering with it again in 1988, three years before my father died. But tinkering was all I did, nothing real serious because I thought it was going to take a small miracle to start this car. And then my father died in 1991, taking with him a big part of my heart and all the remaining untold little secrets of the Buick.

A bigger heart lost that day was my sister's. She was even closer to my father than I was so when she got engaged the following year her only request of me, and her dream, was to be driven to the wedding in Dad's car. It was a request I had to make happen no matter what. I had to start and drive a car that had not seen the light

of day for 33 years, and I had 1 year to make it happen. To my amazement, and with the help of an experienced antique car owner, the Buick fired up within 15 minutes of the first cranking in 33 years. I was in total amazement. What piece of machinery sits idle for 33 years, and with a minimum of help gets going again. Only those great cars of way back when. We got it all on video tape and its now part of my sisters wedding video.

Now the Buick had a severe overheating problem of which I did not know much. I did not figure it out until some 3 years later, but the one and only time it did not overheat was the whole weekend of the wedding. I knew Dad was watching down on us that day.

So now with the heating problem resolved (*much debris behind the freeze plugs*) I try to drive the car as much as I can on the weekends during the summer. All this time has passed and I did not realize, until when it finally hit the road, how great a car that 1937 Buick Century is. People love this car.

It will always be in the family. It's one of the symbols my father was able to leave of himself. He loved this car and we loved him.



1938 BUICK RESTORED TO ITS *Original Beauty*

By Walter Morrison (#833)-Oakville, Ontario, Canada

This black 1938 McLaughlin-Buick Roadmaster Formal Sedan is special. It's the only survivor of a limited number of rare Canadian-built McLaughlin-Buick Roadmaster Formal Sedans, 227 in total. This one is number 122.

It was built in Oshawa, the home of Colonel Sam McLaughlin. In 1975, my son John and I began restoring this beauty in our garage at home. John who was 15 at the time did most of the body work and painted the car with 12 coats of black lacquer. One of the doors is from a 1939 model, which John restored to fit. A front fender came from a scrapyard in Quebec to replace one that had rusted.

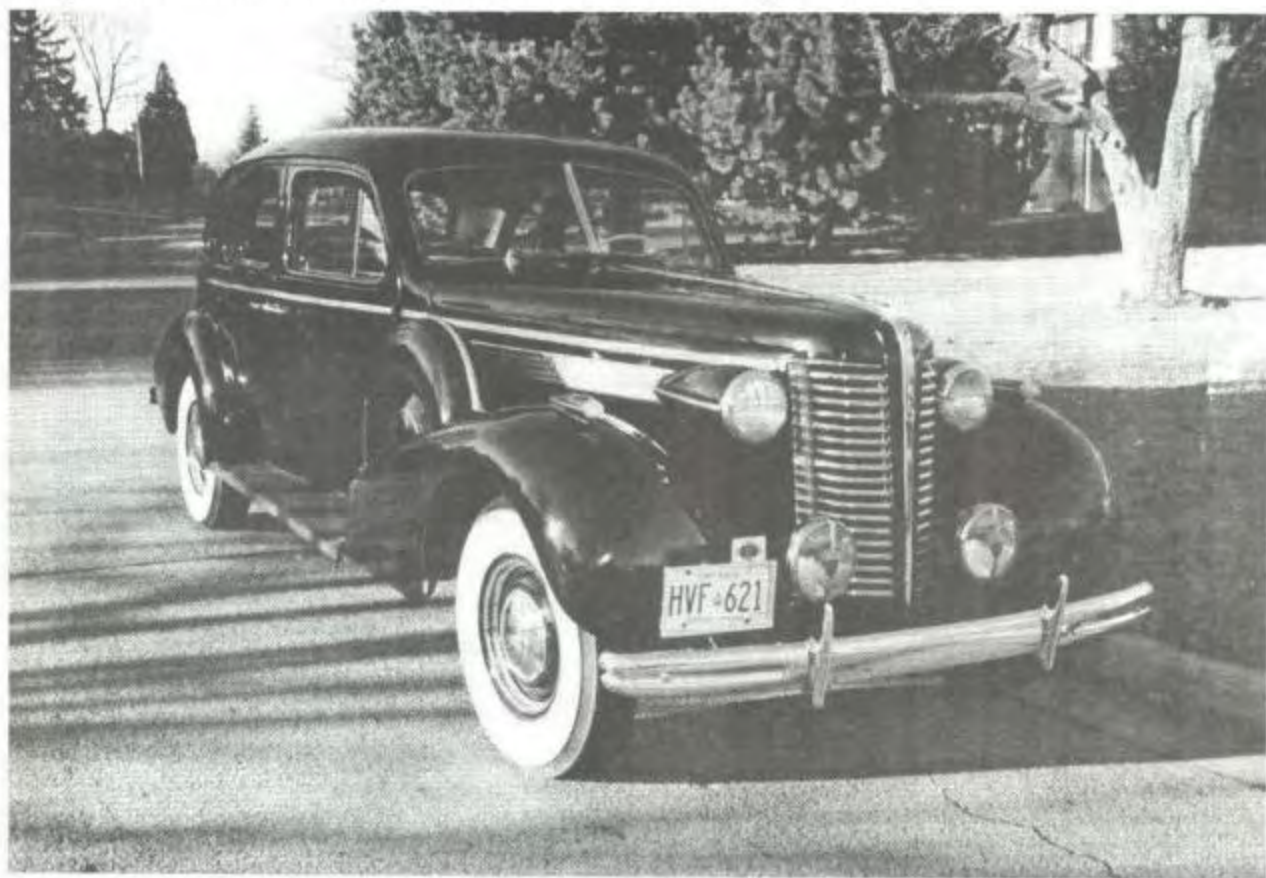
John checked around the junk yard to find a 1963 Chevrolet gas tank that fit. The original gas tank had rusted away and we were un-

able to find an original replacement.

When the car was scrapped in 1959, a date determined by a 1959 Kodak film box under the front seat, the car had been driven 149,000 miles. It had been sideswiped, resulting in its abandonment. In 1938, the Roadmaster sold for about \$2,100 Canadian dollars. It was originally sold by Montreal Buick.

I have restored five other cars, a 1934 Buick, 1937 Nash Ambassador, 1937 Imperial Buick limousine which was used in the 1939 Royal Tour, and a 1937 four-door Buick convertible sedan. All of these cars have been sold but I'll never sell my Roadmaster.

The car was used in John's wedding last August and when I'm finished with it, the car will be given to him.



BUICK CARBURETORS

Technical TIPS



By Al Weatherly-Mt. Clemens, Michigan

YEAR	MODEL - SERIES	# OF CYL.	CARB # or type	JET # or Manifold	Part#	
1935	40	8	ED1S	Marvel		
1935	50	8	EE1	Marvel		
1935	60	8	ED2S	Marvel		
1935	90	8	ED3	Marvel		
IN 1936 & 1937		NO MARVELS WERE USED				
1938	40	8	CD1	Marvel		
1938	60, 80, 90	8	CD2	Marvel		
1935	40	8	Stromberg	EE1	A17671(4)	A17681(5)
1936	40	8	Stromberg	EE1	A18181	A18191
1936	60, 80, 90	8	Stromberg	EE22	A18302	A18312
1937	40	8	Stromberg	AA1	A18361	A18541
1937	60, 80, 90	8	Stromberg	AA2	A18362	A18452
1938	40	8	Stromberg	AAV1	A18861	A18452
1938	60, 80, 90	8	Stromberg	AAV2	A18682	A18692
1939	40	8	Carter	419S	WDO	
1939	60, 80, 90	8	Stromberg	AAV26	A18972	Late 440S wdc
1940	40 & 50	8	Stromberg	AAV16	A19181	
1940	60, 70, 80, 90	8	Stromberg	AAV26	A19182	
1940	60, 70, 80, 90	8	Carter	448S	WDO	
1940	60, 70, 80, 90	8	Stromberg	AAV36	HDAC	19192
1941-42	50 Rear	8	Stromberg	AA1	15/16	380043
1941-42	50 Front	8	Stromberg	AAV16	380042	
1941	50 Front	8	Carter	509 or	528	
1941-42	50 Rear	8	Carter	510 or	529 or 543	
1941-42 Single	40, 50 Single	8	Stromberg	AAV16		
1941-42 Single	40, 50 Single	8	Carter	487, 551	608, 663	
1941-42	60, 70, 90 Single	8	Carter	549, 664		
1941-42	60, 70, 90 Front	8	Carter	528, 534, 535		
1941-42	60, 70, 90 Rear	8	Carter	529, 534, 543, 544		
1941-42	60, 70, 90 Front	8	Stromberg	AAV16	380032	
1941-42	60, 70, 90 Rear	8	Stromberg	AA1	1 1/16	
1946-47	40 & 50	8	Stromberg	AAV16	& AAV167	
1946-47	40 & 50	8	Carter	608, 663		
1946-47	70	8	Stromberg	AAV26		
1946-47	70	8	Carter	609, 664		
1942-47	60, 70, 90	8	Stromberg	AAV26	AAV267	
1942-47	60, 70, 90	8	Carter	609, 664		
1948-49	40, 50	8	Stromberg	AAV167		
1948-49	40, 50	8	Carter	663 608		
1948-49	70	8	Stromberg	AAV267		
1948-49	70	8	Carter	664 609		
1950-51	40-50	8	Stromberg	AAUVB257		
1950-51	40-50	8	Carter	725, 882, 883 with 624 base		
1950-51	70	8	Stromberg	AAVB267		
1950-51	70	8	Carter	726 or	883 with 624 base	
1952-53	40	8	Stromberg	AAUVB267		
1952-53	40	8	Carter	882 or	883 with 624 base	
1952	70 4 bore	8	Stromberg	4AUV267		
1952	70 4 bore	8	Carter	894S-SA		
1952	40 & 50 2bbl.	8	Stromberg	AAUVB267		
1952	40 & 50 2bbl.	8	Carter	896S		
1953	40 2bbl.	8	Stromberg	AAUVB267		
1953	40 2bbl.	8	Carter	882S		

Furnished by Al Weatherly BCA #7786 Buick Unlimited



Technical TIPS

FRONT AND REAR STABILIZERS

By Harry Logan (#651)-Los Altos, CA

To eliminate side sway and body roll when going around curves, your Buick is equipped with ride stabilizers. As the car tends to sway to one side, it sets up a twist in the stabilizer bars, which the strength of these spring steel bars resists.

On both '37 and '38's, the front stabilizer is connected across the front end of the frame as shown in this 1937 diagram above (A).

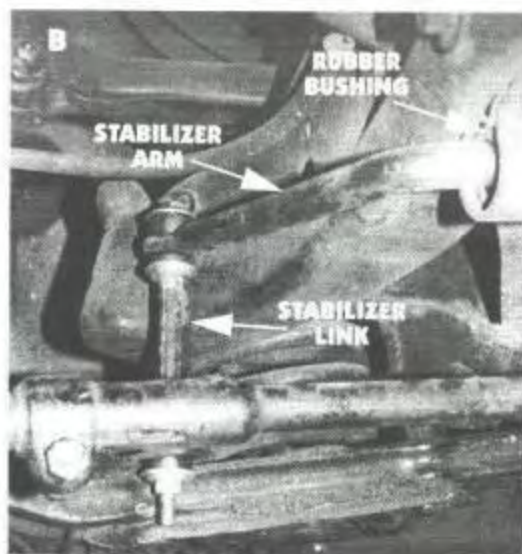
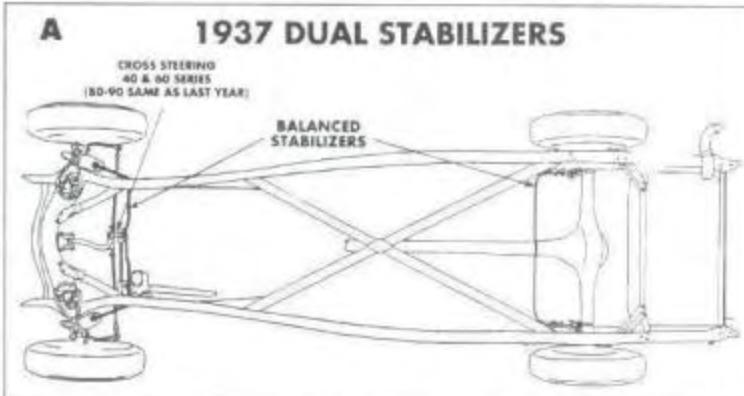
The stabilizer is mounted on the frame in two rubber bushings which are held in stamped brackets (You can order replacement rubber bushings from Bob's Automobilia or Lynne Steele). The stabilizer bars are joined to the spring seats (lower A arms) through rubber cushioned links (B).

The front stabilizer link consists of a bolt (rod) which passes through the end of the stabilizer arm and fastened to it with rubber bushings (grommets) and steel washers held in place by a nut on one end of the bolt. This diagram (C) from the Shop Manual shows a nut at each end of the bolt, but the two original stabilizers I observed only have a nut at the bottom end (The top end is a bolt head).

The lower end of the bolt passes through the spring seat on the lower control arms. When these links are installed, the nut on the bottom end of the link should be tightened so

that dimension "A" (diagram C) is $1\frac{11}{16}$ " (4.29 cm) on all series cars.

Many of our cars still have the original stabilizer rubber bushings, now hard as a rock. You can replace just the rubber bushings or the entire link. Check with Bob's Automobilia or Lynne Steele.



Shown are an original (D) and new Lynn Steele link. They are identical except for the length of the spacer.

The original spacer is $3\frac{3}{16}$ " while the Steele one is $2\frac{1}{4}$ " (E). The shorter Lynn Steele spacer did not work on my car.

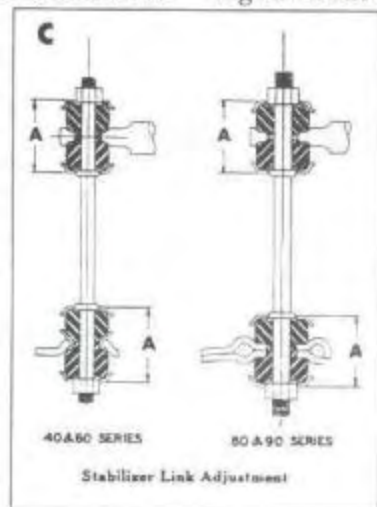
Before I reached dimension "A" ($1\frac{11}{16}$ "), the nut reached the end of its threads. So I used the longer original spacer and everything worked fine.

Some of our cars are missing the front suspension "A" arm rubber bumpers (F). You can also purchase replacement bumpers.

The rear stabilizer on the '38 was called a radius rod by Buick (G).

Lynne Steele sells replacement rubber bushings for the '38 rear stabilizer (radius rod). You will need four (H). Part no. 50-0302-35.

Members have reported that you can replace the original 1938 rear shock absorbers with Monroe Magnum 60 #6828 with a little trimming of the rubber bushings.





G

1938 TORQUE-FREE SPRINGING



**RADIUS
ROD**

H

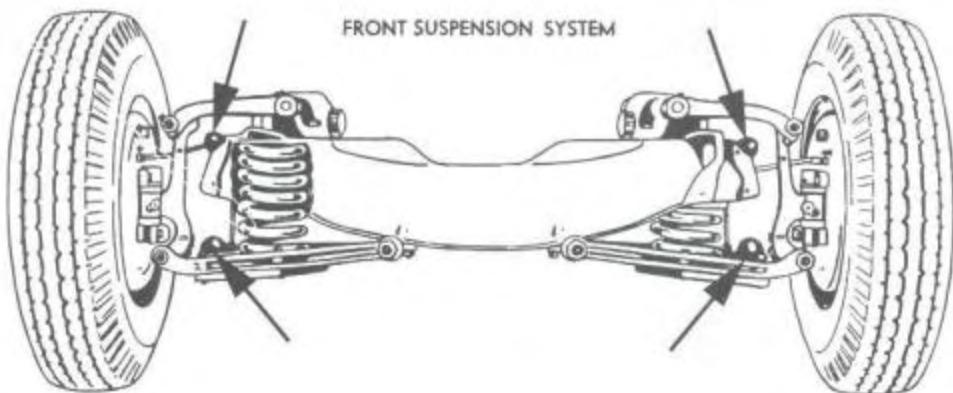
1938 TORQUE-FREE SPRINGING



**RUBBER
BUSHINGS**

F

FRONT SUSPENSION SYSTEM





Technical TIPS

1938 BUICK ELECTRICAL EQUIPMENT

ED: Thanks to Bob James (#371) in Canada
for sharing this information.

From the American Electrical Assn.

BUICK Series 40 1938 8 Cyl.

Electrical Equipment DELCO-REMY

Generator.....	1101052
Armature.....	1866789
Field Coil Set.....	1869430
Coil—Right.....	1866408
—Left.....	1866409
Brush Set.....	1867963
Brush, Main.....	1869444
Third.....	1866788
Arm, Brush.....	1860759
Spring, Brush—Main.....	1850760
—Third.....	1850767
Bearing, D. E.....	3203
C. E.....	812823
Cranking Motor.....	7342
Armature.....	823881
Field Coil—Right.....	812639
—Left.....	812700
Brush Set.....	1857960
Brushes (4).....	811553
Arm, Brush.....	810226
Spring, Brush.....	813521
Bearing, D. E.....	1839345
Clutch.....	1874156
Ignition Distributor.....	1110801
Contact Set.....	1871870
Arm.....	1842058
Point.....	1871862
Cap.....	1837974
Condenser.....	1869704
Rotor.....	1836893
Gear.....	1283994
Weight, Advance.....	1837944
Spring, Weight.....	825515
Dist. Vacuum Control.....	681H
Ignition Coil.....	*526B
Dash Lamp Switch.....	1404
Dimmer Switch.....	1997002
Light Switch.....	1994501
Vacuum Switch.....	1868512
Stop Light Switch.....	476S
Solenoid Switch.....	1542
Generator Control Unit.....	1118213
Automat. Carb. Control.....	1990102
Horn—Right.....	1999519
—Left.....	1999520
Horn Relay.....	1116775

*Replace with Universal Generator No. 52-U.
*Also order 1871821 Bracket.

Lamp Equipment GUIDE

Headlamp—Multibeam	
Prime, Left.....	667N
Right.....	667P
Reflector, Multibeam.....	920456
Lens, Multibeam	
Left.....	920491
Right.....	920492
Gasket, Lens Seal.....	6084
Molding, Left.....	920591
Right.....	920592
Spring, Lens Retaining.....	918107
Wiring Assembly.....	920735
Fender Lamp	
Prime, Front.....	340A
Lens.....	921435
Gasket, Rubber.....	920196
Rear Lamp, Center.....	*390A
	**390B
Glass, Outlook.....	922042
Gasket, Outlook Glass.....	922043
Rear Lamp—Fender	
Prime, Left.....	389A
Right.....	389B
Door, Left.....	922187
Right.....	922188
Lens.....	921799
Gasket.....	921864
Spring, Lens Retaining.....	921860
Spring, Door Catch.....	921863
Screw, Door Retaining.....	922446

*On Models 41, 48.

**On Models 40C, 44, 46, 46C, 46S, 47.

Locks and Keys BRIGGS & STRATTON

Ignition Lock.....	45922
Key Series.....	8000-9499
Key Blank.....	82116

Carburetor Equipment STROMBERG

For Standard Air Cleaner	
Carburetor AAV-1.....	A-18681
Float Needle Valve & Seat.....	P-22499
Metering Jet (.046").....	P-19442
By-Pass Jet (Pump) No. 63.....	P-23742

Part No.

By-Pass Jet (Econ) No. 62.....	P-23361
Check Valve.....	P-18144
Idle Tube.....	P-23325
Pump.....	P-23322
Gasket Set.....	J-5317G
RK-Kit.....	RK-6

For Heavy Duty Air Cleaner

Carburetor AAV-1.....	A-18691
Float Needle Valve & Seat.....	P-22499
Metering Jet (.046").....	P-19442
By-Pass Jet (Pump) No. 63.....	P-23742
By-Pass Jet (Econ) No. 66.....	P-23606
Check Valve.....	P-18144
Idle Tube.....	P-23325
Pump.....	P-23322
Gasket Set.....	J-5317G
RK-Kit.....	RK-94

Shock Absorbers DELCO

Shock Absorbers Complete	
Front—Right.....	1947A
Left.....	1947B
Rear—R. & L.....	1100S
Original Equip.....	1100S
Service Replacement.....	1105S
Gasket, End Cap (front).....	44933
Gasket, Filler Plug (front).....	827799
Rod Guide & Seal Assy. (rear).....	5316773
Gasket, Rod Guide Cork (rear).....	5316753
Gasket, Rod Guide Rubber (rear).....	5316700
Bushing, Eye Rubber (rear).....	1302790

Stabilizer Parts:

Link Rod—Front.....	5309790
Bushing Kit.....	743
Rubber, Link.....	5302384
Retainer, Rubber.....	43468

Windshield Wiper Equipment TRICO

Closed and Convertible	
Motor—Central Mount- ing.....	SK-24-1
Wiper Arm, Both Sides, 7".....	76570-41-C
Arm, Nut.....	75072-C
Blade, 8 1/4".....	P-778-30-C
Chain Housing & Link- age, L. H. Side.....	77618-C
Chain Housing & Link- age, R. H. Side.....	77617-C
Rubber Gasket.....	77847
Control Knob & Stem.....	75880-16-C
Felt Washer for Motor Lever.....	75896
Spring & Link Clip for Motor Lever.....	76125-J
Motor Renewal Parts	
Set.....	Sp 1075
Shaft with Lever.....	76235-J
Motor Kicker.....	8897-17
Linkage Repair Set.....	Sp 1083



BUICK Series 60, 80, 90 1938 8 Cyl.

Electrical Equipment DELCO-REMY

Generator (60).....	1101053
(80, 90).....	1101055
Armature.....	1866789
Field Coil Set.....	1869430
Coil—Right.....	1866408
—Left.....	1866409
Brush Set.....	1857963
Brush, Main.....	1860344
Third.....	1850768
Arm, Brush.....	1850759
Spring, Brush—Main.....	1850760
—Third.....	1850767
Bearing, D. E.....	3203
C. E.....	812823
Cranking Motor.....	727W
Armature.....	820158
Field Coil—Upper.....	826281
—Lower.....	826282
Brush Set.....	1857960
Brushes (4).....	811553
Arm, Brush.....	810226
Spring, Brush.....	813521
Bearing, D. E.....	810620
Clutch.....	1874156
Ignition Distributor.....	1110801
Contact Set.....	1871870
Arm.....	1842058
Point.....	1871862
Cap.....	1837974
Condenser.....	1869704
Rotor.....	1836893
Gear.....	1283994
Weight, Advance.....	1837944
Spring, Weight.....	825515
Dist. Vacuum Control.....	521H
Ignition Coil.....	*526B
Dash Lamp Switch.....	1404
Dimmer Switch.....	1997002
Light Switch.....	1994501
Vacuum Switch.....	1868512
Stop Light Switch.....	476S
Solenoid Switch.....	1542
Generator Control Unit.....	1118213
Automatic Carb.....	
Control.....	1990102
Horn—Right.....	1999519
—Left.....	1999520
Horn Relay.....	1116775

*Replace with Universal Generator No. 52-U.
*Also order 1871821 Bracket.

Lamp Equipment GUIDE

Same as Buick Series 40 1938 8-Cyl.

EXCEPT:

Rear Lamp—Center.....	*390A
—Center.....	*390B

*Used on Models 61, 68, 81, 81F, 90, 90L, 91.
**Used on Models 60C, 66C, 66S, 67, 80C, 87.

Locks and Keys

BRIGGS & STRATTON

Ignition Lock.....	45922
Key Series.....	8000-9499
Key Blank.....	82116

Carburetor Equipment STROMBERG

For Standard Air Cleaner

Carburetor AAV-2.....	A-18682
Float Needle Valve & Seat.....	P-22499
Metering Jet (.052").....	P-19442
By-Pass Jet (Pump) No. 63.....	P-23742
By-Pass Jet (Econ) No. 57.....	P-23348
Check Valve.....	P-18144
Idle Tube.....	P-23325
Pump.....	P-23349
Gasket Set.....	J-5321G
RK-Kit.....	RK-7

For Heavy Duty Air Cleaner

Carburetor AAV-2.....	A-18692
Float Needle Valve & Seat.....	P-22499
Metering Jet (.050").....	P-19442
By-Pass Jet (Pump) No. 63.....	P-23742
By-Pass Jet (Econ) No. 57.....	P-23348
Check Valve.....	P-18144
Idle Tube.....	P-23325
Pump.....	P-23349
Gasket Set.....	J-5321G
RK-Kit.....	RK-95

Shock Absorbers

DELCO

(Series 60)

Same as Buick 40 1938 8-Cyl.

Part No.

(Series 80 and 90)	
Shock Absorbers Complete	
Front—Right.....	1902D
—Left.....	1902C
Rear—R. & L. Original Equip.....	11005
Service Replacement.....	1105S
Gasket, End Cap (front).....	47284
Gasket, Static Load Valve Nut (front).....	828629
Gasket, Inertia Weight Cover (front).....	1057096
Gasket, Filler Plug (fr.).....	827799
Rod Guide & Seal Assy. (rear).....	5316773
Gasket, Rod Guide Cork (rear).....	5316753
Gasket, Rod Guide Rubber (rear).....	5316700
Bushing, Eye Rubber (rear).....	1302790

Stabilizer Parts:

Link Rod—Front.....	5305633
Rubber, Link.....	1057228
Retainer, Rubber.....	43814

Windshield Wiper Equipment

TRICO

(Model 60 Only)

Closed and Convertible	
Same as Buick 40 1938 8-Cyl. EXCEPT:	
Motor—Central Mounting.....	SK-23-1
Closed (Models 80 & 90 Only)	
Motor—Central Mounting.....	SS-8
Wiper Arm, Both Sides, 7 1/2".....	76570-46-C
Arm Nut.....	75072-C
Blade, 9".....	P-778-33-C
Chain Housing & Linkage, L. H. Side.....	77576-C
Chain Housing & Linkage, R. H. Side.....	77577-C
Rubber Gasket.....	77573
Control Knob & Stem.....	75880-15-C
Felt Washer for Motor Lever.....	75896
Spring & Link Clip for Motor Lever.....	76125-J
Motor Renewal Parts Set.....	So 1082
Shaft with Lever.....	76195-2-J
Motor Kicker.....	8897-17
Linkage Repair Set.....	Sp 1083

RE-CHROMING WINDSHIELD WIPER TRANSMISSIONS PART II

By Don Micheletti (#250) Menlo Park, CA

A tech tip on how to remove the windshield wiper transmission shaft and gear before re-chroming appeared on page 18 of the Nov/Dec '98 issue. It was re-printed from an earlier *Torque Tube*. To do this, it suggested drilling a small hole in the back of the transmission and then using a punch to drive the shaft out.

Here's a better way! It does not require drilling a hole in the back of the transmission. Instead simply stack a few washers over the shaft and screw on a 10-32 nut. Then tighten the nut against washers and pull the shaft out. It worked for me.



photo of wiper transmission with washers and nut



Technical TIPS

WINDSHIELD WASHERS

Richard Oellers, (#1075)-Winthrop, ME

ED: Buick released a 6 page document entitled "1938 Buick Accessories" dated November 1, 1937. It lists all 1938 accessories plus ones used on 1937 and previous models that you could still order in 1938.

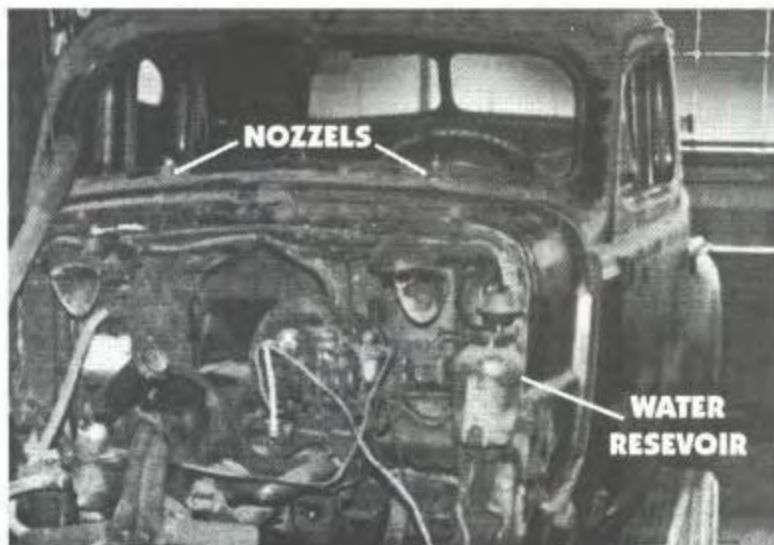
Listed as a new accessory for 1938 was a windshield washer part number 985292. Group number 8.792. So it appears that from at least November 1, 1937, you could order an accessory windshield washer on a 1938 Buick. The list price was \$4.75. I have never seen a car with an original washer, but Dick Oellers in Maine owns a 38-41 with one.



Here's his story:

My '38 wiper transmissions were factory drilled and piped. On the exterior were threaded holes with small screws. You removed the screws and installed the nozzels, then rotated them for correct direction. Voila!

The washer was mounted on the left hand side of the firewall, in the space between the voltage regulator and the outside edge of the firewall. The reservoir and pump assembly was connected to both the windshield wiper vacuum line and a "button" control mounted under the dash above the parking brake handle.

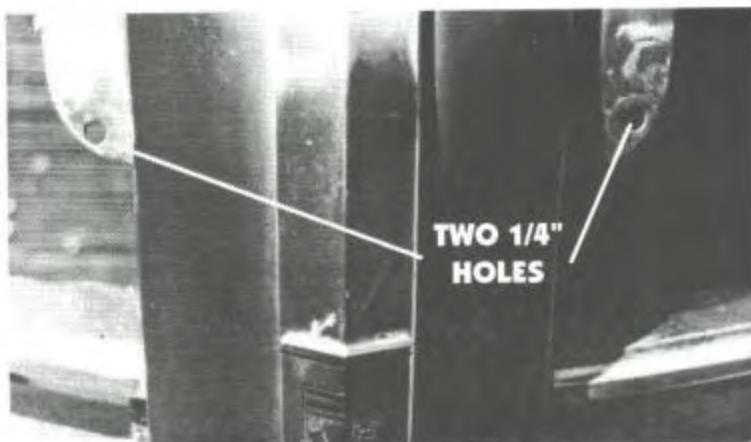


ED: The washer was vacuum operated like the wipers. It was not battery operated.

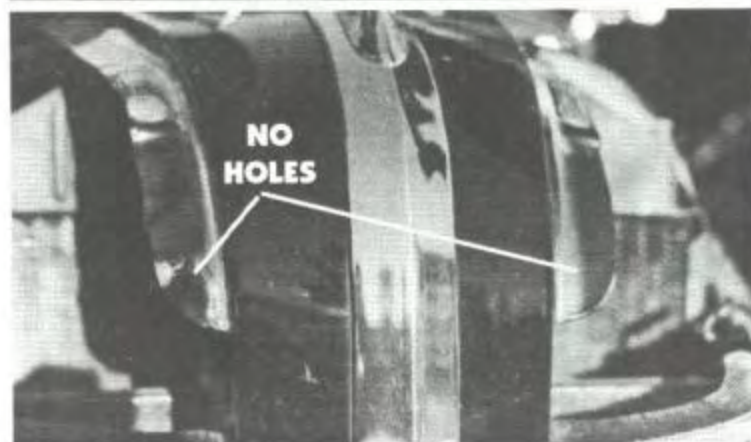
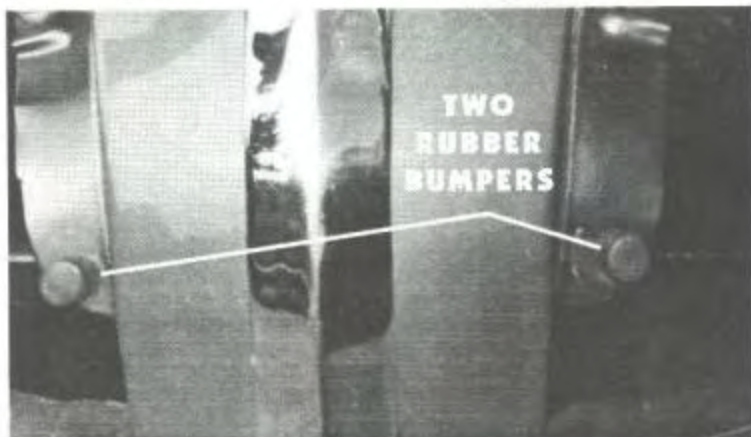
HOOD RUBBER BUMPERS

By Harry Logan (#651)-Los Altos, CA

Technical TIPS



Most 1938 Buicks have two 1/4 inch holes at the front of the hood (just above the top of the grille) to hold rubber bumpers. These protect the hood from rubbing against metal.



Some early 1938's do not have these holes. The car in this photo without the holes was assembled in December, 1937. So there must have been a production change, probably in early 1938. You may want to add these holes and rubber bumpers if your '38 does not have them.



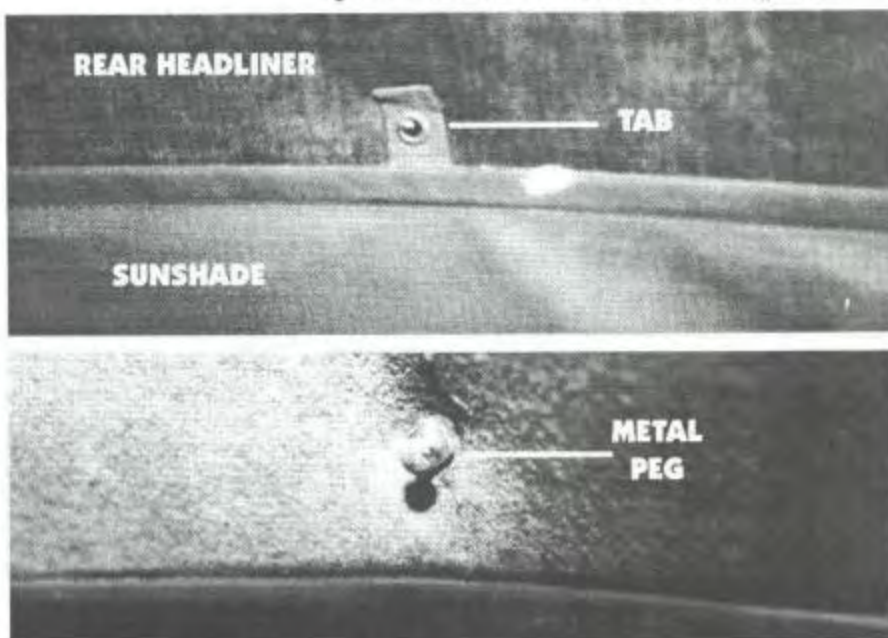
Technical TIPS

REAR WINDOW SUNSHADE

By Dick Oellers (#1075)-Winthrop, ME

'37 and '38 sedans came with a roller type sunshade located behind the rear seat. It was mounted to the flat luggage shelf just below the rear window. This item is often missing today as many owner removed them when the cloth deteriorated.

The shade was pulled up from its roller mounting and was secured by slipping a tab over a rounded metal peg just above the rear window. This peg looks much like a grease fitting. These shades were also used on other GM sedans of that era.



WELCOME

NEW Members

Ric Anderson
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Racine, WI 53405

Ron Johnson
(#1403)
18 Connaught
Lemont, IL 60439
38-47

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(#1404)
5716 Koon Rd.
Columbia, SC 29203
37-bearse

Greg Korzeniowski
(#1405)
361 Napoleon St.
Carleton Place, Ontario
Canada K7C 3Y3
37-41 McL

John Wilson
(#1406)
P.O. Box 291
Pinch, WV25156
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Clay Stephens
(#1407)
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Westport, NY 12993
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(#1408)
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Canton, GA 30115
38-66C

Ariel Baysre
(#1409)
Villa Maria
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Cordoba,
Argentina C.P. 5900
37-91F

Pentti Tiira
(#1410)
Kirvesmiehentie 12
Kellokoski
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90 6th Avenue
Collegeville, PA 19426
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England PR3 6AE
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Greg Field
(#1500)
3577 Grandview Blvd
Los Angeles, CA 90066
38-66C 38-80C

Parts FOR SALE

• 1937 PARTS FOR SALE

Limited Sidemount fenders.....\$400
plus shipping

David Bylsma (#117)
7802 Chevalier Ct.
Severn, MD 21144
(410) 551-7236

PARTING 1937 & 1938 The following is just a portion of the parts available. Call with your needs.

• 1937 PARTS

40/60 Series rear brake cables, good condition.....\$40 pair
Coupe taillight, no stanchion or T bar.....\$50
80/90 series trunk hinges.....\$125
Master and deluxe heaters.....\$75 each
Roadmaster rims.....\$25 each
Roadmaster axles.....\$100 pair
Roadmaster front suspension call with needs
Coupe & 2 Dr. Sedan side stainless, complete sets.....\$75
Century brake & clutch pedal assembly.....\$35
Century radiator.....\$75
Special radiator\$75
Rear springs 40 & 60, good condition\$100 pair
Radio delete plates\$15
Small series throttle linkage\$25
Big Series rocker assemblies.....\$50
Fender lights\$65 pair
Trunk lights, complete\$50
Tail lights with lenses, all series.....\$50 pair
Wiper transmissions.....\$50 pair
Special manifold.....\$75
Throttle cable.....\$20
Special transmission.....\$100
Special splash pans.....\$40 pair
Century hood.....\$100
Headlight switch.....\$20
Radio grilles.....\$15
Wiper motors\$15
Trunk hold-up arms.....\$20
Sun visors.....\$15
Bumpers.....\$30 each
Bumper arms.....\$15 each
Steering wheel.....\$50
40 & 60 running board brackets.....\$50 set
Buick crest badge for hood trim strip.....\$50

Gas pedal.....	\$15
Small and large series generators.....	\$75
• 1938 PARTS	
Radio, working.....	\$300
DeLuxe Heaters.....	\$75 each
40/60 series front bumper, not perfect.....	\$100
40 & 60 sedan trunk lid, no rust.....	\$75
Breather tubes.....	\$10 each
Trunk hold-up arms.....	\$20
734Z starter with solenoid.....	\$50
Horn button.....	\$10
Special hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Wiper transmissions.....	\$50 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$75 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
Special radiator.....	\$75
Battery tray.....	\$20
Generator.....	\$50
Special manifold, complete.....	\$75
Special hood sides & tops.....	\$25 each
Grille, no cracks, minor pitting.....	\$200
Century radiator.....	\$100
Special coupe window moldings.....	\$100
Cigarette lighter.....	\$25
Century motor, rebuilt, complete with AAV-2 and new clutch.....	\$2500 firm
Rear muffler hanger, NOS.....	\$35
Grille, some pitting.....	\$100 pair
• 1937-1938 PARTS	
Special Sidemount covers.....	\$450
Opera seat stands, 40/60 series.....	\$50 pair
Special running boards, solid cores.....	\$200 pair
Headlight buckets.....	\$20 each
40-60 kingpin sets.....	\$30
Starter drives.....	\$20
Large series fan belts, new.....	\$15
Map light switches.....	\$15
Small series spark plug covers.....	\$40
Rear fender splash aprons.....	\$15 each
Big Series manifold ends.....	\$50
16" beauty rings.....	\$10 each
2 Door rear ash trays.....	\$20 pair
Headlight bezels.....	\$20 each
Trunk hinges.....	\$75 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair

Rear view mirrors.....	\$15
Special rear motor mounts.....	\$15
Century rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$50 each
Front vent window frames & mechanisms.....	\$35 each
Big Series fuel pump cores.....	\$50
Keyed ignition switches.....	\$35
4-Post voltage regulator, used.....	\$25
15" Beauty rings.....	\$10 each
Headlight adjusting buckets.....	\$100 pair

Dave Tacheny (#997)

11949 Oregon Ave. N.

Champlin, MN 55316

(612) 427-3460

• **PARTS**

1936- possibly same as 1937 Century/Roadmaster.

Two disassembled transmissions, large series.....\$85 each or \$150 for both

Large series intake manifold.....\$35

1937-1938 all series voltage regulators, 4 terminal, rebuilt.....\$55

1938 Century/Roadmaster AAV-2 with automatic choke.....\$190

Steering wheel core with center horn button.....\$55

1937 40 Series Special Transmission, short tailshaft, open driveling floorshift.

Same bolt pattern as Buick special.....\$125

Valve cover, clean, painted.....\$10

Bellhousing.....\$25

Thermostat housing, 2 piece.....\$15

Exhaust center manifold section, 40 series with heat riser.....\$35

Kingpin set, Thompson 36SN, new.....\$30

New pressure plate, 10 " diameter, coarse spline clutch disc.....\$75 for both

Carburetor, AAV-1. Has been rebuilt, sitting in garage for several years.....\$135

1937 40/60 Special/Century 3.9 rear end, complete drum to drum

with torque tube from '37 Century.....\$375

Bumper cores, front or rear. Need rechroming.....\$30 each

• **1937 ROADMASTER/CENTURY PARTS**

Engine, was running. No manifolds or carb.....\$695

Transmission.....\$165

Carburetor, AAV-2 Stromberg. Need rebuild.....\$190

Marvel Model CD 1B carburetor, complete with choke.

Was NOS but has been sitting for years.....\$225

Suspension, front end parts, used.....inquire

• **1937 ROADMASTER PARTS**

Rear end, complete. No drums.....\$275

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Front suspension parts.....inquire

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Dave Powers (#894)

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Special complete drive train.

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E-mail: k6smith@chw.edu

INFORMATION WANTED

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- 2-outside locking door handles in excellent condition.
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- Marvel CD-1B carburetor, rebuilt, Series 40.....\$100
- Colored folder showing all series cars and new features.....\$30
- Radio installation manual, reprint.....\$5

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Mondelein, IL 60060

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Presently entering into correspondence with members who may require heavy chassis and body parts such as axle, differential, transmission, engine block, springs, rims, brake drums, doors, hoods, trunk lid, bumpers etc. Free delivery of parts to Buick National Meet in Columbus,

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Send itemized list of small parts required

(plus 50 cents for postage) and I'll quote you a price and condition. Parts cars also available.

Robert James (#371)

P.O. Box 531, Whitby, Ontario, Canada L1N 5V3

FAX: 1-905-655-5310

Parts WANTED

• WANTED: 1937 PARTS

Desperately seeking a trunk lid for my 1937 Special Convertible Coupe Model 46C. Thank you.

Clay Stephens (#1407)

P.O. Box 205, Westport, NY 12993

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• FOR SALE: 1937 LIMITED

1937 McLaughlin-Buick Limited 7 passenger sedan. Runs and drives well, in good overall condition. New wide whitewall tires.

\$9,500 offer.

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN 55316
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• FOR SALE: 1937 CENTURY

Model 61 4 Door Trunk Back Sedan. Very original. Runs strong. New white wall tires. Nice original interior. Many extra parts, manuals in trunk. Original spare on rim with stripes. Photos available.

\$8,000

Steve Nathanson (#656)
69 Terrace Rd..
Walnut Creek, CA 94596
(925) 947-6711

• FOR SALE: 1938 SPECIAL

My father has a 1937 Special, Business Coupe Model 46. He restored the car several years ago but lost interest in it (*too many projects....he is finishing a '59 Caddy convertible at present*). The car is original and A-1 shape mechanically, but it needs to be repainted and upholstered. I can e-mail photos if anyone is interested in it. The car is in central Arkansas. He is asking

\$4,000

Bill Swartzwelder
(father's phone number) (870) 447-2596
(son's e-mail address) Wswartzwel@aol.com

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Model 61 • restored and updated with modifications • Engine balanced, inserts, hardened valve seats etc. • 4 barrel carb, full synchro transmission • 3.4 open drive rear end, radial tires • Stock appearance but a great driver!

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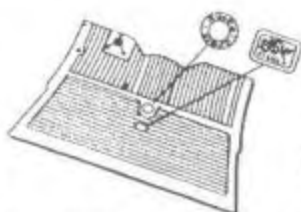
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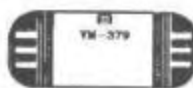
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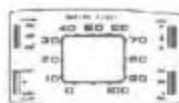
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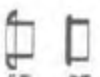
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


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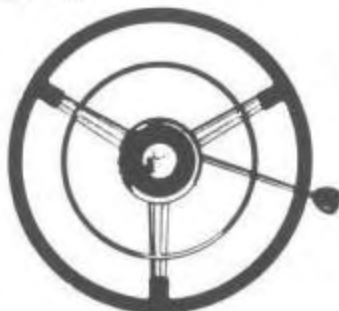
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